TIME TABLE

FOR THE

VISALIA ELECTRIC RAILROAD CO.

To take Effect Sunday, October 1, 1916, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employees only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

PAUL SHOUP,
President.

F. W. WEBSTER,
General Manager.

VISALIA ELECTRIC & S. P. CO.

Eastward — **VISALIA—ELDERWOOD**

Capacity of passing siding in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	FIRST CLASS 520 Visalia Electric Passenger	518 Visalia Electric Passenger	516 Visalia Electric Passenger	514 Visalia Electric Passenger	510 Visalia Electric Passenger	506 Visalia Electric Passenger	94 S. P. Co. Coalinga Springville Goshen Passenger	504 Visalia Electric Passenger	502 Visalia Electric Passenger	Distance from Visalia	TIME TABLE No. 27 October 1, 1916
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles	STATIONS
46	**10.20**PM	7.00PM	5.10PM	**3.45**PM	**1.45**PM	10.20AM	8.35AM	7.45AM		0.0	D-R **VISALIA**
										0.1	0.1 **A. T. & S. F. CROSSING**
	f10.28	f7.08	f5.18	f3.53	f 1.53	f10.28	8.43	f7.53		2.1	2.0 AMBLER (Spur)
										4.2	2.1 RECTOR
13	s10.34	s7.14	s5.24	s3.59	s 1.59	s10.35	f8.49	s7.59		5.9	1.7 D FARMERSVILLE
	f10.37	f7.17	f5.27	f4.02	f 2.02	f10.37	8.52	f 8.02		7.1	1.2 GIANT OAK
	f10.39	f7.19	f5.29	f4.04	f 2.04	f10.39	8.54	f 8.04		8.0	0.9 LUNA
63	s10.45 10.48	s**7.25**PM	s5.35PM	s4.10 4.20	s **2.10**PM	s10.45AM	s9.00AM	s 8.10 9.15	6.50AM	10.1	2.1 DN-R **EXETER**
										11.1	1.0 **A. T. & S. F. CROSSING**
4	f10.54			f4.26				f 9.21	f6.56	11.9	0.8 WIRT'S (Spur)
7	f10.56			f4.28				f 9.23	f6.58	12.9	1.0 COCOAMITA
20	f10.58			f4.31				f 9.26	f7.01	14.1	1.2 MERRYMAN
20	f11.00			f4.34				f 9.29	f7.03	15.2	1.1 YOKOHL
8	f11.05			f4.39				f 9.34	f7.08	17.6	2.4 LINDCOVE (Spur)
30	s11.12			s4.46				s 9.41	s7.15	21.0	3.4 D-R LEMON COVE
										21.4	0.4 CITRO JUNC.
36	f11.18			f4.52				f 9.47	f7.21	23.9	2.5 NARANJO
22	**11.24**PM			s4.57				s 9.52	s7.27	26.1	2.2 D WOODLAKE
				4.59				9.54	7.29	26.9	0.8 **WOODLAKE JUNC.**
40				f5.03				f 9.58	s7.33	29.1	2.3 ROSE ST. STATION
				s5.07PM				s10.02AM	s7.37AM	31.4	2.2 **ELDERWOOD**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(31.4)
	(1.04) 26.54	(0.25) 24.24	(6.25) 24.24	(1.22) 26.16	(0.25) 24.24	(0.25) 24.24	(0.25) 24 24	(2.22) 26.16	(0.47) 27.19		.....Time over District..... ..... Average speed per hour .....

Westward trains are superior to trains of the same class in opposite direction.
Exceptions: No. 502 is superior to No. 505; No. 504 to No. 509; No. 520 to No. 521; between Exeter and Elderwood.

VISALIA ELECTRIC RAILROAD CO.

Eastward — **WOODLAKE JUNC.—REDBANKS**

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	Distance from Woodlake Junc.	TIME TABLE No. 27 October 1, 1916	Distance from Redbanks
	Miles	STATIONS	Miles
	.0	**WOODLAKE JUNC.**	2.1
	1.1	1.1 A. T. & S. F. CROSSING	1.0
36	2.1	1.0 **REDBANKS**	0.0
		(2.1)	

.....Time over District.....
.....Average speed per hour.....

REDBANKS—WOODLAKE JUNC. — **Westward**

TIME TABLE
No. 27
October 1, 1916

ELDERWOOD—VISALIA — Westward

FIRST CLASS

	Distance from Elderwood	503 Visalia Electric Passenger	505 Visalia Electric Passenger	509 Visalia Electric Passenger	97 S. P. Co. Porterville Armona Passenger	511 Visalia Electric Passenger	513 Visalia Electric Passenger	515 Visalia Electric Passenger	517 Visalia Electric Passenger	87 S. P. Co. Fresno Goshen Junc. Passenger	521 Visalia Electric Passenger
STATIONS	Miles	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
D-R **VISALIA**	31.4	s7.25AM	s9.40AM	s **1.40**PM	s2.40PM	s **3.35**PM	s4.50PM	s6.45PM	s7.55PM	s**10.20**PM	
0.1											
A. T. & S. F. CROSSING	31.3										
2.0											
AMBLER (Spur)	29.3	f7.17	f9.32	f 1.32	2.31	f 3.27	f4.42	f6.37	f7.47	10.11	
2.1											
RECTOR	27.2										
1.7											
D FARMERSVILLE	25.5	s7.11	s9.26	s 1.26	f2.25	s 3.21	s4.36	s6.31	s7.41	s10.05	
1.2											
GIANT OAK	24.3	f7.08	f9.23	f 1.23	2.23	f 3.18	f4.33	f6.28	f7.38	f10.03	
0.9											
LUNA	23.4	f7.06	f9.21	f 1.21	2.21	f 3.16	f4.31	f6.26	f7.36		
2.1											
DN-R **EXETER**	21.3	7.00AM	9.15 s9.00	1.15 s 1.10	**2.15**PM	s 3.10PM	4.25PM	s6.20PM 6.15	**7.30**PM	9.55PM	s11.59PM
1.0											
A. T. & S. F. CROSSING	20.3										
0.8											
WIRT'S (Spur)	19.5		f8.54	f 1.04				f6.09			f11.53
1.0											
COCOAMITA	18.5		f8.52	f 1.02				f6.07			f11.51
1.2											
MERRYMAN	17.3		f8.49	f12.59				f6.04			f11.49
1.1											
YOKOHL	16.2		f8.46	f12.56				f6.01			f11.47
2.4											
LINDCOVE (Spur)	13.8		f8.41	f12.51				f5.56			f11.42
3.4											
D-R LEMON COVE	10.4		s8.34	s12.44				s5.49			s11.36
0.4											
CITRO JUNC.	10.0										
2.5											
NARANJO	7.5		f8.28	f12.38				f5.43			11.30
2.2											
D WOODLAKE	5.2		s8.23	s12.33				s5.38			**11.24**PM
0.8											
WOODLAKE JUNC.	4.5		8.21	12.31				5.36			
2.3											
ROSE ST. STATION	2.2		f8.17	f12.27				f5.32			
2.2											
ELDERWOOD	0.0		8.13AM	12.23PM				5.28PM			
(31.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
..... Time over District.....		(0.25)	(1.27)	(1.17)	(0.25)	(0.25)	(0.25)	(1.17)	(0.25)	(0.25)	(0.45)
..... Average speed per hour.....		24.24	26.16	26.16	24.24	24.24	24.24	26.16	24.24	24.24	27.42

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Exceptions: No. 502 is superior to No. 505; No. 504 to No. 509; No. 520 to No. 521; between Elderwood and Exeter.

VISALIA ELECTRIC RAILROAD CO.

TIME TABLE
No. 27
October 1, 1916

Eastward — CITRO JUNC.—TERMINUS — Westward

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations	Distance from Citro Junc.	STATIONS	Distance from Terminus
	Miles		Miles
0	0.0	**CITRO JUNC.**	1.64
		0.23	
30	0.23	**CITRO**	1.41
		1.41	
4	1.64	**TERMINUS** (Spur)	0.0
		(1.64)	

..... Time over District .....
..... Average speed per hour .....

SPECIAL RULES

"SAFETY FIRST"

Watch Inspectors: S. P. Anderson, Exeter; Smith Bros., Visalia.

Bulletin Board: Located at Company substation, Exeter.

Company Surgeon: Dr. C. M. White, Visalia.

MISCELLANEOUS.

S. P. Co. Rules and Regulations of the Transportation Department, effective August 1st, 1907, will govern on this line.

Rules 814 and 875 are modified to the extent that employes are required to report for duty at least five minutes before time set for departure of trains.

Power must be off while passing Circuit Breakers.

At Exeter and at Redbanks all trains will stop within fifty feet of Santa Fe tracks and will not pass over crossing without receiving proceed signal from flagman, who must precede them.

Rule 83-A will not apply at stations not telegraph offices, or where operator is not on duty.

After changing ends on Motor cars and engines Motormen will make running test of air as required by Rule 11 of Rules Governing Air Brakes, etc.

Motormen will start trains only upon receipt of proper signal. See Rule 84.

In case of any trouble with equipment on cars or locomotives, requiring fixing or adjusting before they can be returned to shop for the necessary repairs, the pantagraph must always be lowered and securely locked before any attempt is made to remedy the trouble.

Motor cars or engines will not be left standing at any point unless the pantagraph is lowered, or car or locomotive left in the care of a trainman who is competent to take care of the equipment in case of fire or other accident.

In case a pantagraph is broken and it is found necessary to make use of hand trolley pole, the following precautions **MUST** be observed:

First see that no portion of the broken pantagraph is in contact with the roof of the car or pipes leading to the pantagraph base; then securely attach wire of hand trolley pole to some metal portion of pantagraph base or parts attached thereto; then before bringing hand trolley in contact with trolley wire the operator **MUST** take such a position on top of car that he will not come in contact with any portion of broken pantagraph or wire of hand trolley pole.

SPEED RESTRICTIONS.

Passenger trains will at no time exceed 35 miles per hour.
Freight trains will at no time exceed 25 miles per hour.
Cars or engines shoving cars ahead will not exceed 15 miles per hour.
All trains will not exceed speed given below at points indicated:

Around curve to Redbanks Orchard Co	10 miles per hour
On straight track Redbanks Orchard Co. spur	15 miles per hour
Around curve, Woodlake Junction	15 miles per hour
On Main track Citro Junc. to Terminus	15 miles per hour
Through Lemon Cove Yard	10 miles per hour
Around Yokohl curve	15 miles per hour
Around Merryman curve	10 miles per hour
Inside of City Limits, Exeter	10 miles per hour

JUNCTION SWITCHES.

Citro Junction switch will be set and locked for Woodlake main track.
Woodlake Junction switch will be set and locked for Rose St. main track.
Switch on south end of Wye at Exeter will be left set for next train to use switch.

TERMINUS BRANCH TRAINS.

No. 504 will go to Terminus for one or more passengers, and will not leave Terminus (end of track) before 9:46 a.m.

No. 514 will go to Terminus for one or more passengers, and will not leave Terminus (end of track) before 4:51 p.m.

No. 520 will go to any point beyond Woodlake to discharge one or more passengers.

SPUR TRACKS AND SIDINGS NOT SHOWN ON TIME TABLE:

Name.	Car Capacity.	Distance from Exeter. Miles.
Pruner's Spur	2	.5
Goodale's Spur	3	10.0
Pogue Spur (Terminus Branch)	4	11.7
Sequoia Citrus Association Spur (Terminus Branch)	3	12.0
Ohio Lemon Co. Spur (Terminus Branch)	3	12.2
Sand Pit Spur	5	12.4
Beinhorn Spur	4	12.8

W. P. BALLARD,
Superintendent.

C. McILHERAN,
Dispatcher.